

**Report Date:** 25 Mar 2014

**Summary Report for Individual Task**  
**551-88H-2518**  
**Direct the Preparation of the Three Standard Rigs of Cargo Booms**  
**Status: Approved**

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DISTRIBUTION RESTRICTION: Approved for public release; distribution is unlimited.

DESTRUCTION NOTICE: None

**Condition:** Assigned as a Senior Crane Operator aboard a cargo vessel in an operational environment, during day or night, in normal weather conditions, given an Operation Order/Operation Plan (OPORDER/OPLAN), a completed risk assessment, a safety briefing, safety equipment, ship's gear, TM 3-34.86, and TC 4-13.17. This task should not be trained in MOPP 4.

**Standard:** Direct the preparation of the three standard rigs of cargo booms, ensuring proper positioning and correct rigging, without injury to personnel or damage to equipment.

**Special Condition:** None

**Safety Level:** Medium

**MOPP:** Never

Task Statements
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**Cue:** You are assigned as a Senior Crane Operator tasked with directing the preparation of the Three Standard Rigs of Cargo Booms.

## DANGER

Adhere to all DANGER statements listed in the equipment technical operator's manual applicable to this procedure. Failure to comply may result in injury to personnel or damage to the equipment.

## WARNING

Adhere to all WARNINGS listed in the equipment technical operator's manual applicable to this procedure. Failure to comply may result in injury to personnel or damage to the equipment.

## CAUTION

Adhere to all CAUTIONS listed in the equipment technical operator's manual applicable to this procedure. Failure to comply may result in injury to personnel or damage to the equipment.

**Remarks:** None

**Notes:** None

### Performance Steps

1. Direct the rigging of a yard-and-stay rig (see Figure 3-131).

Note: Make on-the-spot corrections.

- a. Secure stay boom outboard guys on the deck or bulwark in such a position that a horizontal projection of the line of the boom and the line of the guy will meet at an angle of 90 degrees.
- b. Take a line of sight from the head of the stay boom to the heel of the yard boom and extend this line of sight to the bulwark of the ship.
- c. Stand under the head of the stay boom, look to the heel of the yard boom and secure the guy where the line of sight extends to the bulwark.

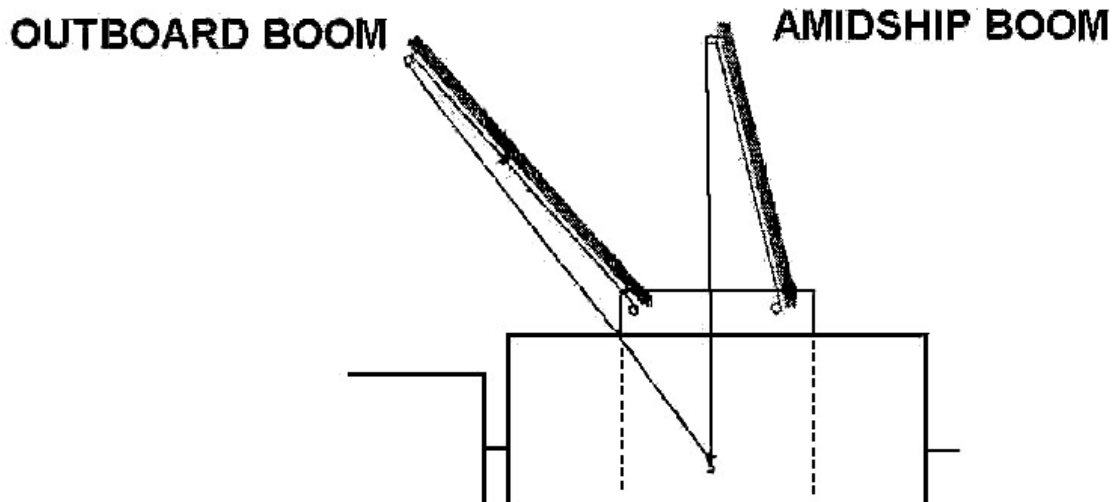


Figure 3-131  
Rigging of Yard-and-Stay Rig

2. Direct the rigging of a west coast rig (see Figure 3-132).

Note: Make on-the-spot corrections.

- a. Position the yard boom over the pier.
- b. Position the stay boom so that the head of the boom is outboard of the off-shore hatch coaming.
- c. Determine the point where each guy should be secured by the same method used for the yard-and-stay rig.
- d. Take the line of sight for the stay boom from the head of the yard boom and the heel of the stay boom.

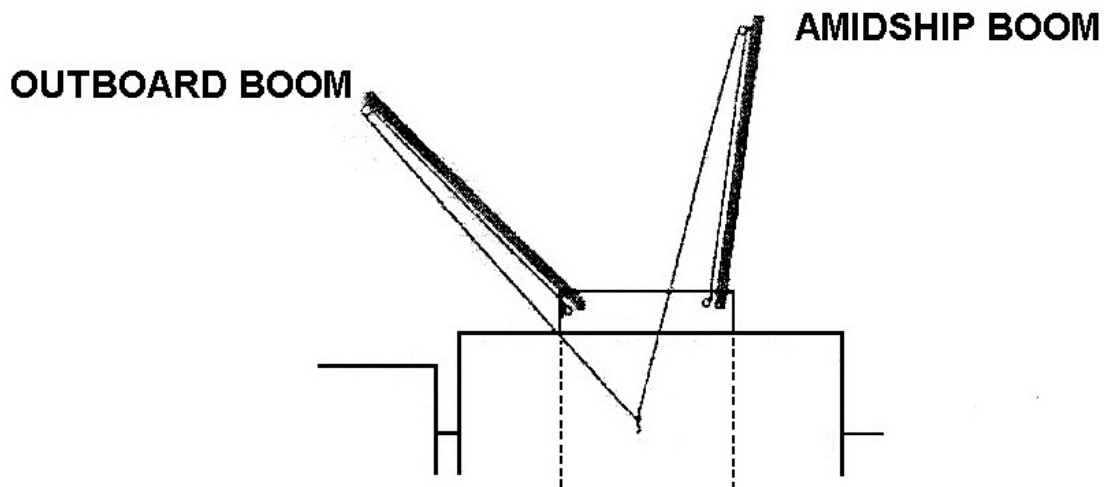


Figure 3-132  
Rigging of West Coast Rig

3. Direct the rigging of a wing-and-wing rig (see Figure 3-133).

Note: Make on-the-spot corrections.

a. Position booms over the sides of the ship so that they both appear to be yard booms.

b. Determine the point where each of the outward guys should be secured by the same method used for the pier boom in the yard and stay rig.

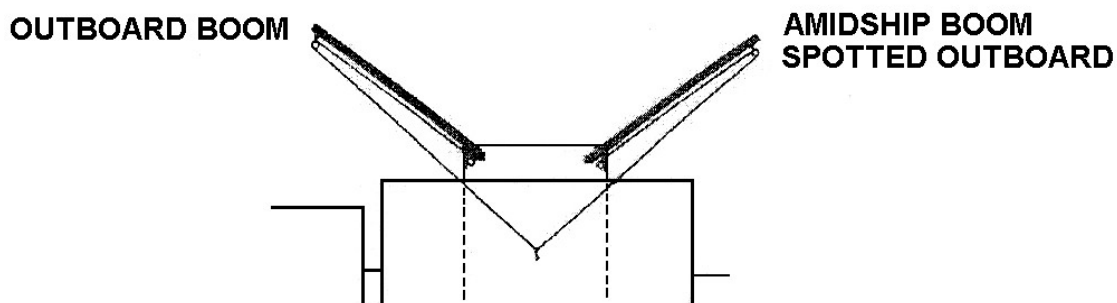


Figure 3-133  
Rigging of Wing-and-Wing Rig

(Asterisks indicates a leader performance step.)

**Evaluation Guidance:** Score the Soldier GO if all performance steps are passed (P). Score the Soldier NO-GO if any performance step is failed (F). If the Soldier fails any step, show what was done wrong and how to do it correctly.

**Evaluation Preparation:** Ensure that all materials required to perform the task are available. Tell the Soldier that he/she will be evaluated on directing the preparation of the three standard rigs of cargo booms.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Directed the rigging of a yard-and-stay rig.			
2. Directed the rigging of a west coast rig.			
3. Directed the rigging of a wing-and-wing rig			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TC 4-13.17	Cargo Specialist's Handbook	Yes	No
	TM 3-34.86	Rigging Techniques, Procedures, and Applications {MCRP 3-17.7j}	Yes	No

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

AR 200-1 delineates TRADOC responsibilities to integrate environmental requirements across DOTMLPF and ensures all training procedures, training manuals, and training environmental vision is to be a national leader in environmental and natural resource stewardship for present and future generations as an integral part of all Army missions. Environmental protection is never completed. Continuously be alert to ways to protect our environment and reduce waste.

Leaders must ensure that their unit has an active and strong environmental program. They must understand the laws and know what actions to take. Leaders bring focus, direction, and commitment to environmental protection. Commanding officers should ensure the following environmental programs are in place and are being maintained:

- Hazardous materials program.
- Hazardous waste program.
- Hazardous communications program.
- Pollution prevention and hazardous waste minimization recycling program.
- Spill prevention and response plan program.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. All operations will be performed to protect and preserve Army personnel and property against accidental loss. Procedures will provide for public safety incidental to Army operations and activities and safe and healthful workplaces, procedures, and equipment. Observe all safety and/or environment precautions regarding electricity, cable, and lines. Provide ventilation for exhaust fumes during equipment operation and use hearing protection when required IAW AR 385-10, the Clean Air Act (CAA) and the CAA amendments, and the OSHA Hazard Communication standard.

Accidents are an unacceptable impediment to Army missions, readiness, morale, and resources. Decision makers at every level will employ risk management approaches to effectively preclude unacceptable risk to the safety of personnel and property affiliated with this task.

- (a) Take personal responsibility.
- (b) Practice safe operations.
- (c) Recognize unsafe acts and conditions.
- (d) Take action to prevent accidents.
- (e) Report unsafe acts and conditions.
- (f) Work as a team.

All Soldiers and leaders must maintain a proactive posture towards safety in day-to-day operations. The need for total commitment to safety should be evident to commanders, senior Soldiers, and their subordinates. The importance of safety is intensified for personnel conducting cargo boom operations. Safety awareness is most effective at three levels: command, leader, and individual. Observe all Warnings and Cautions and remain aware of the following:

- Hearing protection requirements
- Danger of suspended loads
- Danger from use of ship's gear

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :**

<b>Task Number</b>	<b>Title</b>	<b>Proponent</b>	<b>Status</b>
551-88H-2528	Check Winch Operations	551 - Transportation (Individual)	Analysis Completed
551-88H-1502	Prepare Electric Winches for Operation to Load or Discharge Cargo	551 - Transportation (Individual)	Analysis Completed
551-88H-1422	Perform Standard Hand and Arm Signals for Winch Operations	551 - Transportation (Individual)	Analysis Completed
551-88H-1519	Rig the Three Standard Rigs of Cargo Booms	551 - Transportation (Individual)	Analysis Completed

**Supported Individual Tasks :** None

**Supported Collective Tasks :**

<b>Task Number</b>	<b>Title</b>	<b>Proponent</b>	<b>Status</b>
55-2-1405	Conducts LOTS Operation to Discharge and Load RO/RO, LO/LO, and Containers	55 - Transportation (Collective)	Approved
55-2-1407	Conduct Pierside Operations to Discharge and Load Cargo	55 - Transportation (Collective)	Approved
55-2-1406	Conduct Cargo Operations to Discharge and Load Breakbulk Cargo	55 - Transportation (Collective)	Approved

**ICTL Data :**

<b>ICTL Title</b>	<b>Personnel Type</b>	<b>MOS Data</b>
MOS 88H - CARGO SPECIALIST SL2	Enlisted	MOS: 88H, Skill Level: SL2, Duty Pos: ABW